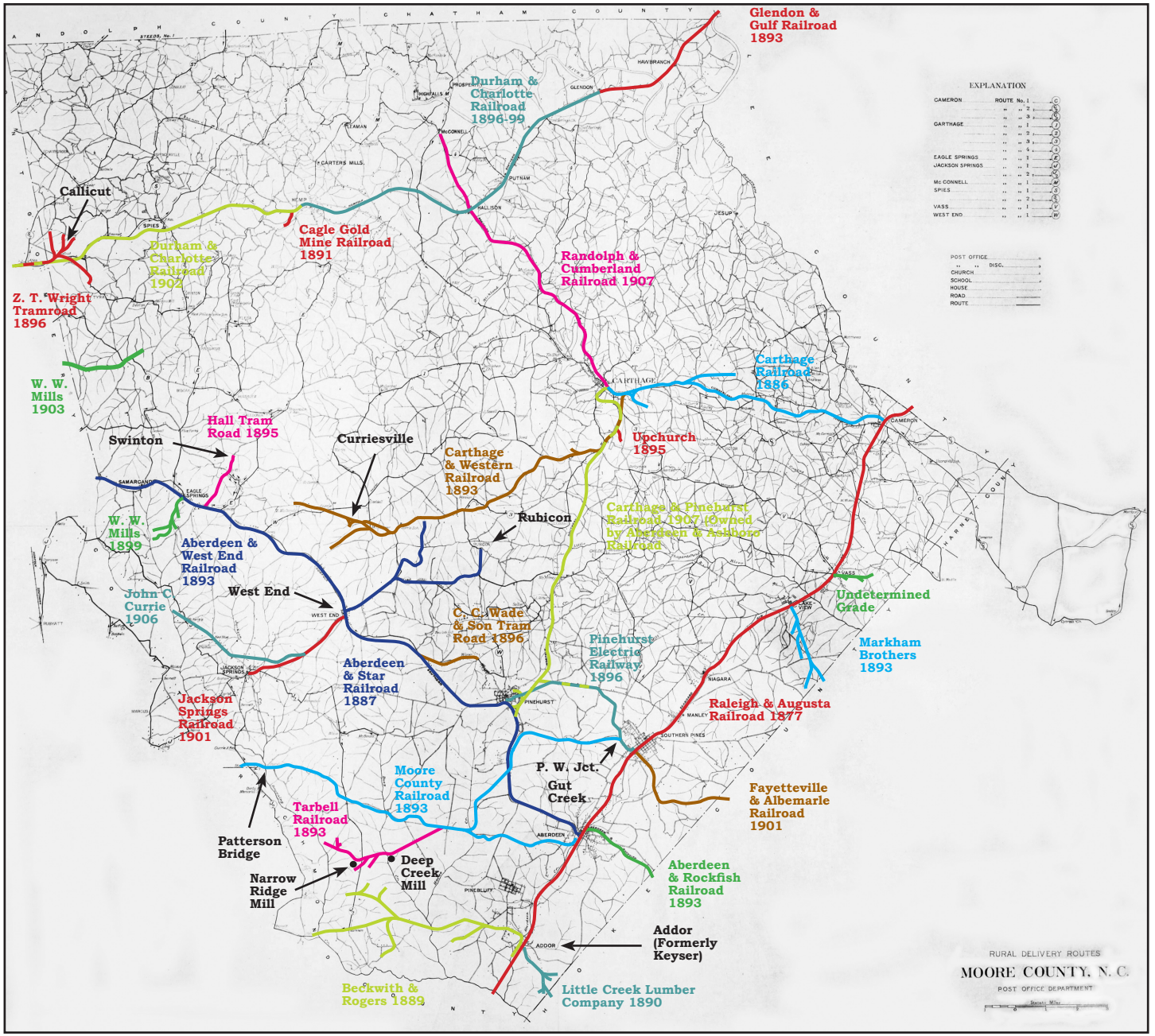
Historical Moore County, North Carolina Short Lines and Logging Railroad

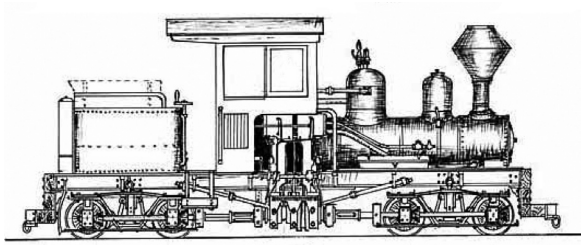
Second Edition

James S. Hannum, M.D.

April 6, 2026



Moore County Railroads with Initial Construction Dates



While gathering information related to logging railroads in Moore County, I was impressed by the considerable number of individuals and companies which possessed a Shay locomotive. Many of those entities owned such an engine for just a short while, sometimes less than a year, before selling or transferring it to another local logger. It became clear that usually, these transfers were between owners of individual tracts of timberland located along one of the larger, more permanent common carrier railroads of Moore County.

The first such common carrier railroad to be built in Moore County was the **Raleigh & Augusta Air Line Railroad**, which reached the county in 1877. Later, that line became part of the **Seaboard Air Line Railroad**.

The **Carthage Railroad**, connecting Cameron and Carthage, went into operation in 1886. W. C. Petty was the line's general manager. Titles for several segments of the right-of-way were recorded in 1897 in Moore County Deed Book 21, pages 121-155. In 1907, the railroad was purchased by the **Randolph & Cumberland Railway**, which constructed an extension through Hallison to McConnell in that year. The portion between Cameron and Hallison was reorganized in 1924 as the **Moore Central Railroad**.

The **Carthage & Western Railroad** was built and managed by W. C. Petty who lived during construction at Manley. The line was fully operational by 1894. It was a 36-inch gauge line linking Curriesville with Carthage. Property for the depot at Curriesville was purchased in 1893 (Deed Book 9, page 539). The line was used primarily for logging. Some maps from the late nineteenth century show it passing through Rubicon, but modern LiDAR ground imaging data does not support that statement. Thomas B. Upchurch and his brother, W. J. Upchurch (with headquarters at Carthage) purchased timberland on the headwaters of Dunham and Killets Creeks in 1895 and 1899. The **Upchurch Brothers** bought a 36-inch gauge Shay locomotive (Shop #520) in 1896. It is likely that their logging operation included a railroad of that gauge which connected their timberland with the Carthage & Western Railroad. Two other loggers, John A. Mills and his brother, Walter W. Mills bought timberland along the Carthage & Western Railroad in April 1893 (Moore County Deed Book 9, page 296).

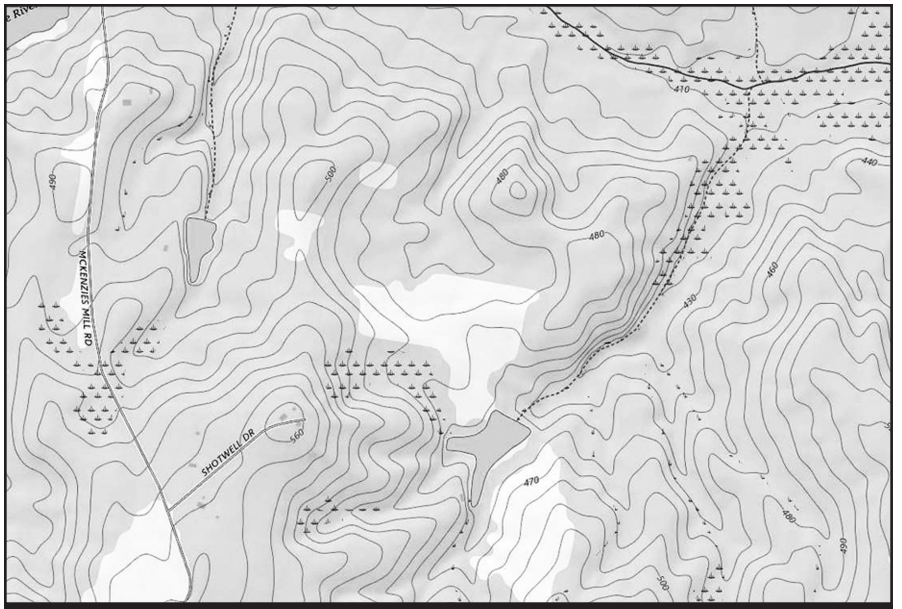
Aberdeen was the origin for two home-grown railroads which developed into common carrier lines. First, the **Aberdeen & Star Railroad** was organized by the Page Lumber Company in 1887 and completed in 1888. It replaced Page's earlier tram road which ran on wooden rails. The tram road and the later **Aberdeen**

& Star Railroad were used primarily for logging pine timber in the Sandhills region of Moore and (later) Montgomery Counties. The line was reorganized in 1889 as the **Aberdeen & West End Railroad**. *Poor's Manual of Railroads*, edition of 1893, reports that in that year, the line was of standard gauge. However, seven different 36-inch gauge Shay locomotives constructed between 1890 and 1895 were owned, at times, by the Page Lumber Company. This suggests that many, if not all the areas logged by the company (and other loggers located on the Aberdeen & West End Railroad) were accessed by narrow-gauge track.

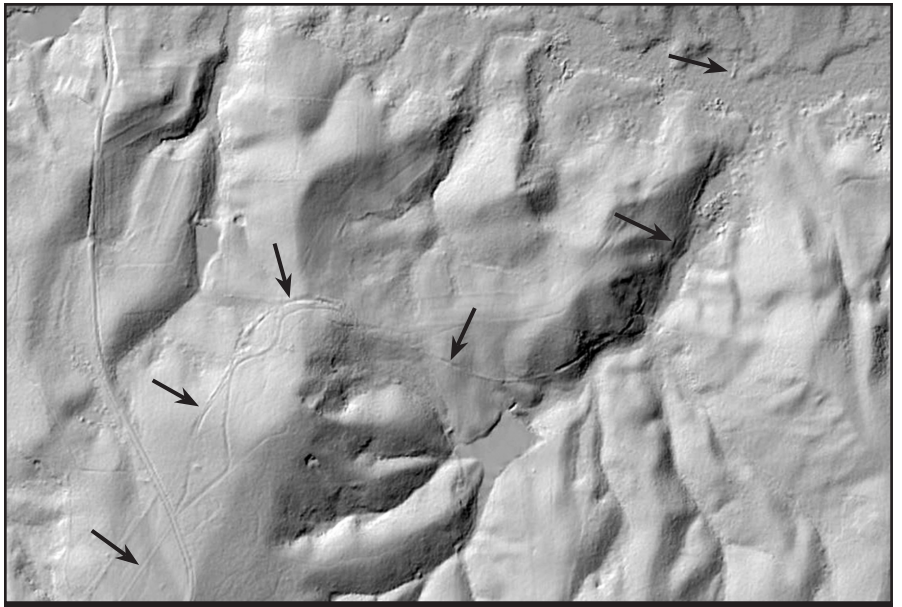
The March 3, 1893 *Railway Gazette* mentions that the Aberdeen & West End Railroad "will construct at once a branch road from its main line at West End, in Moore County, N. C., running about five miles in the direction of Carthage, the county seat." The 1895 edition of *Poor's Manual of Railroads* notes that this particular branch "West End to Little River. 3.75 m." was constructed with a 59-inch (essentially standard) gauge. Figure 1 is a topographical map showing the area where part of that branch line was located, near McKenzie Mill Road, north of Highway 73. Little River and some of its branches are visible in the upper righthand corner of this image. Figure 2 is a LiDAR aerial image of the same area, with railroad grades identified.

In 1897, the Aberdeen & West End Railroad was merged with the **Asheboro & Montgomery Railroad** (another Page Lumber Company line) to form the **Aberdeen & Asheboro Railroad**. The **Jackson Springs Railroad** was completed in 1901. It carried passengers to a resort featuring mineral waters at Jackson Springs. In 1907, it became part of the Aberdeen & Asheboro Railroad. Figure 3 is a map showing most of the Aberdeen & Ashboro Railroad and predecessor lines. The south end of a branch line to Ellerbe, in Richmond County, is not shown.

The Aberdeen & Asheboro Railroad also constructed the **Carthage & Pinehurst Railroad**. The March 22,

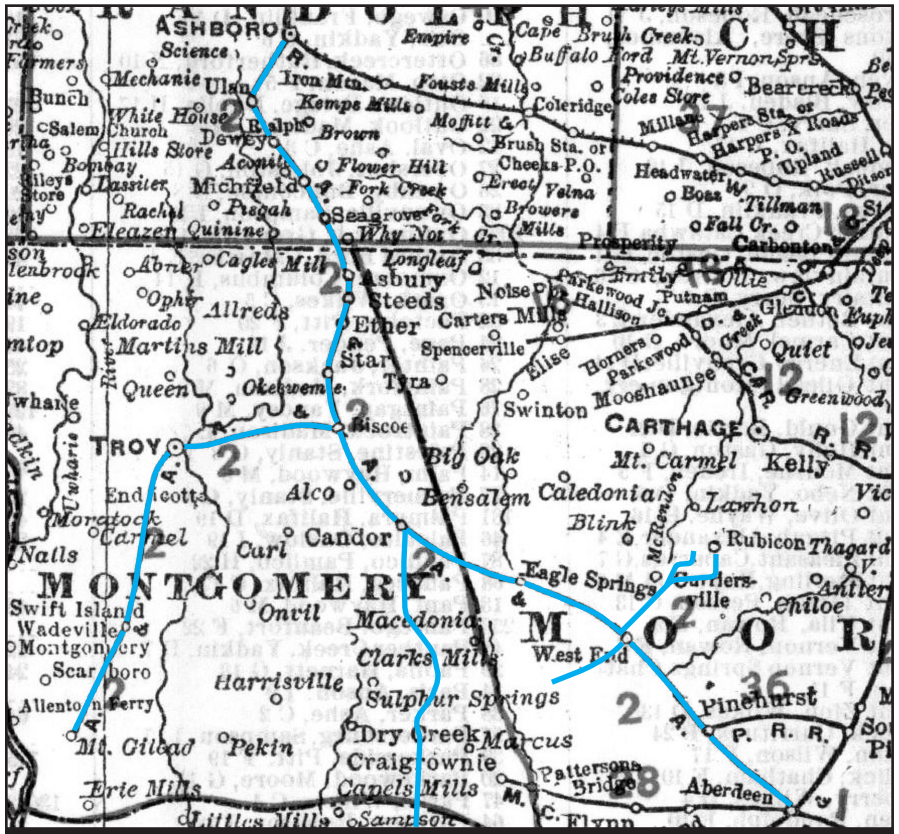


1-Current Topographical Map at McKenzies Mill Road


2-Arrows Show Aberdeen & West End Railroad Grade

1907 issue of *The Railway Age* reported " Carthage & Pinehurst.-Carthage to Pinehurst, 12 miles, surveyed. T. B. Tyson, president, Carthage, N. C., Frank Page, chief engineer, Aberdeen, N. C." That right-of-way was abandoned in 1922.

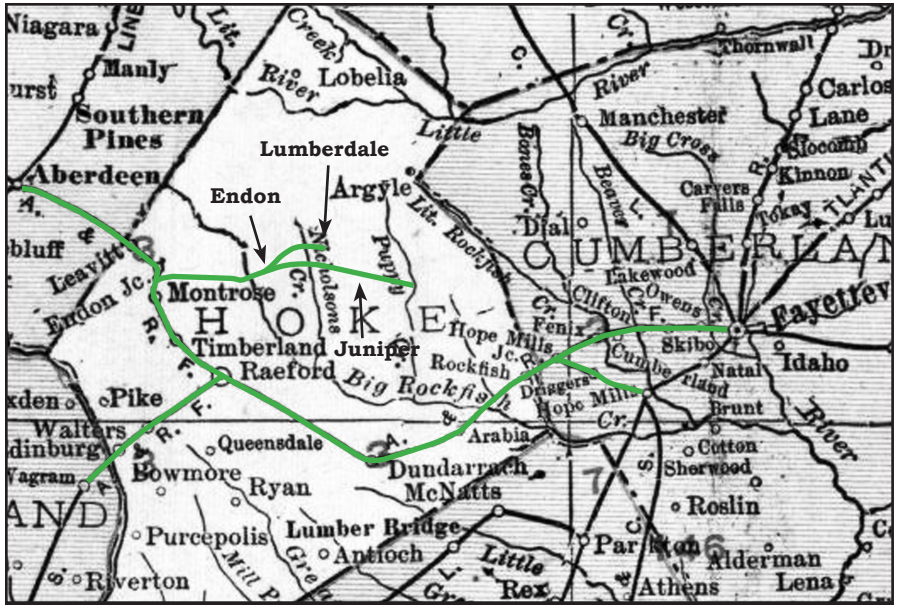
Leavitt & Leavitt (Eugene and Forest Leavitt) started logging from Aberdeen about 1890. The 1891 *Lumber Dealers Directory* reports that Leavitt & Leavitt operated a sawmill associated with a seven-mile railroad. The 1893 edition of the same publication shows Leavitt & Leavitt operating a fourteen-mile line. That tram right-of-way was used to build the **Aberdeen & Rockfish Railroad**.



3-Aberdeen & Ashboro Railroad and Branch Lines

The Aberdeen & Rockfish Railroad was the second common carrier line that originated at Aberdeen. The 1895 edition of *Poor's Manual of Railroads* reports that the line was organized in July 1893 and was built to standard gauge. However, the railroad also owned a narrow-gauge Shay locomotive in 1893 (Shop #289). John Blue of Aberdeen was president of the line, much of which was (and still is) in Hoke County, with its current eastern terminal at Fayetteville, in Cumberland County.

The Interstate Commerce Commission's Valuation Report for the Aberdeen & Rockfish details several branch lines that were, at times, part of this railroad. Figure 4 maps those branches. The 47-mile mainline between Aberdeen and Fayetteville was constructed between 1892 and 1912. However, when the twelve-mile right-of-way between Endon Junction and Jupiter was built (between 1894 and 1897) it was operated for a while as the mainline. A two-mile segment was constructed in 1901 between



4-Note Leavitt on the Aberdeen & Rockfish Railroad

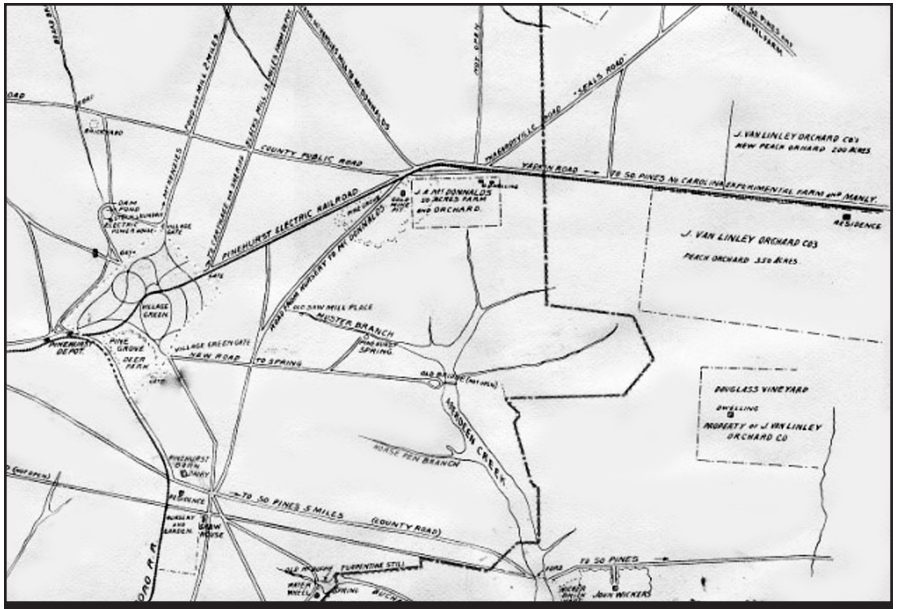
5-Hope Mills Junction in Cumberland County

Endon (also known as Britton, which memorialized a lumberman, William H. Britton) and Lumberdale. In 1904, the contemporary east end of the railroad was extended from a point immediately northeast of Rockfish (Hope Mills Junction) to a connection with the **Atlantic Coast Line** at Hope Mills. Figure 5 is a 1950 aerial photograph of the area around Hope Mills Junction.

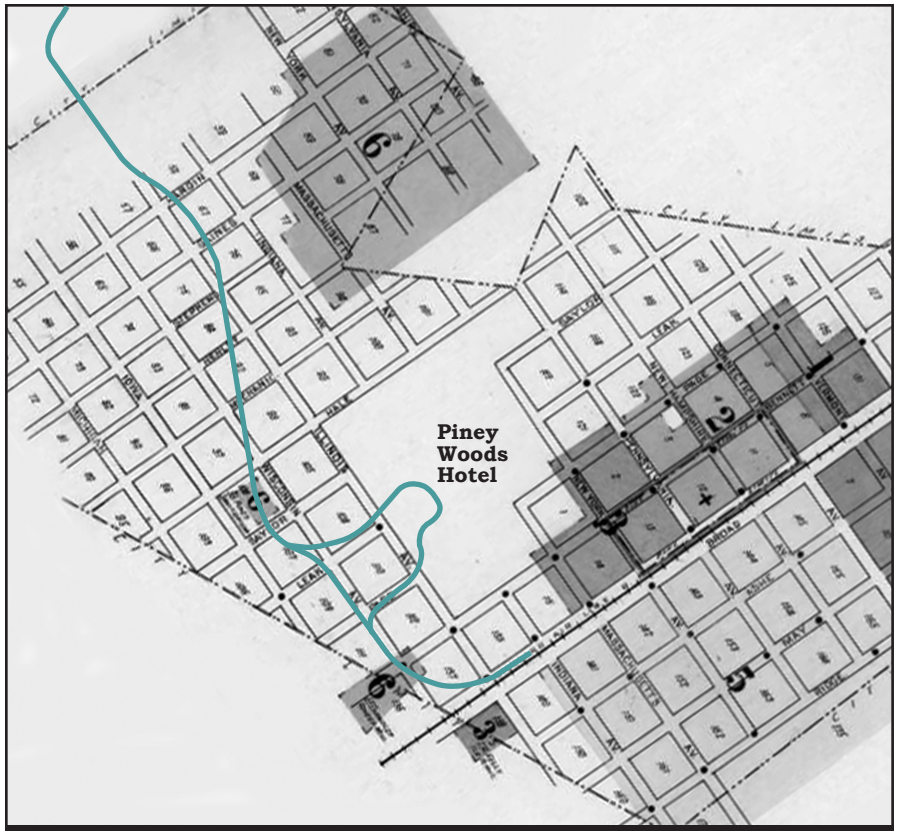
The railroad's route map changed radically in 1908 when two branches, from Endon Junction to Jupiter, and from Endon to Lumberdale, were abandoned. That same year, a new branch was constructed from Raeford to Wagram. A new line from Hope Mills Junction to Fayetteville was completed by 1912 and became part of the mainline. Thereafter, the connection with the Atlantic Coast Line at Hope Mills became redundant and six miles of that track, between Driggers and Hope Mills, was abandoned in 1913. The remaining two miles between Driggers and Hope Mills Junction was removed in 1916.

The **Glendon & Gulf Railroad** was completed between Gulf (in Chatham County) and Glendon (in the northeast part of Moore County) in 1893. That line was bought by the **Durham & Charlotte Railroad** in 1896, which subsequently extended it from Glendon to Robbins by 1899 and to Star (in Montgomery County) by 1902.

The **Pinehurst Electric Railway** began running between Pinehurst and Southern Pines in 1896, carrying both passengers and freight. Operation of the right-of-way was paused in 1900 but service resumed in 1902 as the **Pinehurst Railroad**. Figure 6 is part of the 1897 map *Rough Map of Pinehurst and Vicinity*. The trolley line is visible along Yadkin Road. In Figure 7, the author has added the right-of-way at Southern Pines to the 1915 Sanborn Fire Insurance Company map of that city. By 1903, a loop accessing the Piney Woods Hotel had been added to the trolley's route. The Pinehurst Railroad



6-The Pinehurst Electric Railway at Pinehurst, NC



7-1903 Pinehurst Railroad at Southern Pines, NC

still appeared in the 1904 Annual Report of the North Carolina Corporation Commission; one source claims that it continued to operate as late as 1911.

Several logging railroads originated from the **Seaboard Air Line Railway** (and its predecessor, the **Raleigh & Augusta Air Line Railroad**) in Moore County. The earliest, operated by **Beckwith & Rogers** (Calvin H. Beckwith and W. J. Rogers) appears in the 1889 edition of *The Official Railway List* with its headquarters at Keyser (now Addor). No mileage, gauge, or formal name for the line was given. Beckwith had purchased property in the region of Mill Creek and Devil's Gut Creek in 1873, while Beckwith & Rogers bought land at the head of Middle Creek in 1884. No record could be found to suggest that a railroad accessed the property purchased in 1873, and a precise location for Middle Creek could not be determined; however, a subsequent 1893 deed suggests that Middle Creek was a branch of Drowning Creek. Then, in 1885, the partners acquired 2,020 acres on the waters of Deep and Drowning Creeks (Moore County Deed Book 1, page 478). It seems likely that the railroad they possessed in 1889, whatever its length, was initially intended to connect that timberland with the Raleigh & Augusta Air Line Railroad at Keyser. However, they were unable to complete their plan. In 1889, Beckwith resided in Ware County, Georgia and, that year, he sold his stake in land on Watery Branch of Deep Creek to Rogers. Also in 1889, the partners sold a lot in the community of Keyser. Shortly thereafter, on January 1, 1890, Rogers sold his properties on Deep and Drowning Creeks to C. D. Tarbell of Littleton, Grafton County, New Hampshire.

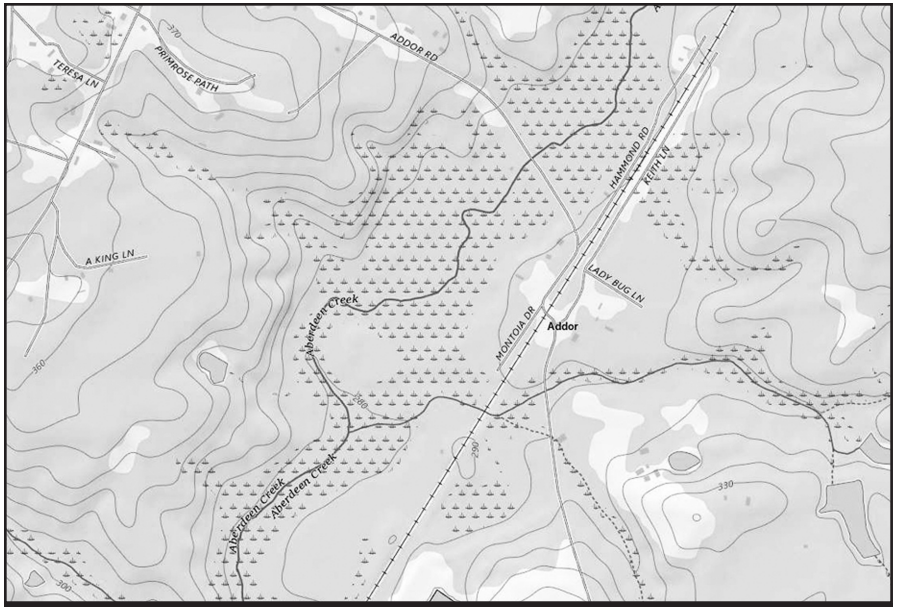
But the lumbering business at Keyser continued to flourish. The firm of **Parker & Young** was located there when those men acquired a Shay locomotive (Shop #290, road #490) built on April 24, 1890. Shortly, they changed their company's name to the **Little Creek Lumber Company** and were cutting timber on a 2,635-acre tract in what is now Hoke County. The 1891 *Lumberman's Directory*, lists eleven other mill operators at Keyser: John Campbell, Clark Brothers, Holland Brothers, Leavitt & Leavitt, W. W. Mills, H. Murdock, A. H. Page, Pioneer Shingle Company, Rockingham Lumber Company, and John H. Mills. The entry for **John H. Mills** records that he was the operator of the logging railroad at Keyser, which was six miles in length and used one locomotive (another Shay with Shop #263).

Just two years later, the 1893 *Lumberman's Directory* listed only four companies at Keyser: John Campbell, Holland Brothers, and the Little Creek Lumber Company; Jeffrey (sic) Brothers were also on the list. That year, **Marion and Mellville Jeffries** operated the six-mile logging railroad which had been listed in 1891. Specifically, this consisted of a tram road and one engine bought from John H. Mills on March 9, 1892 (Deed Book 7, page 85).

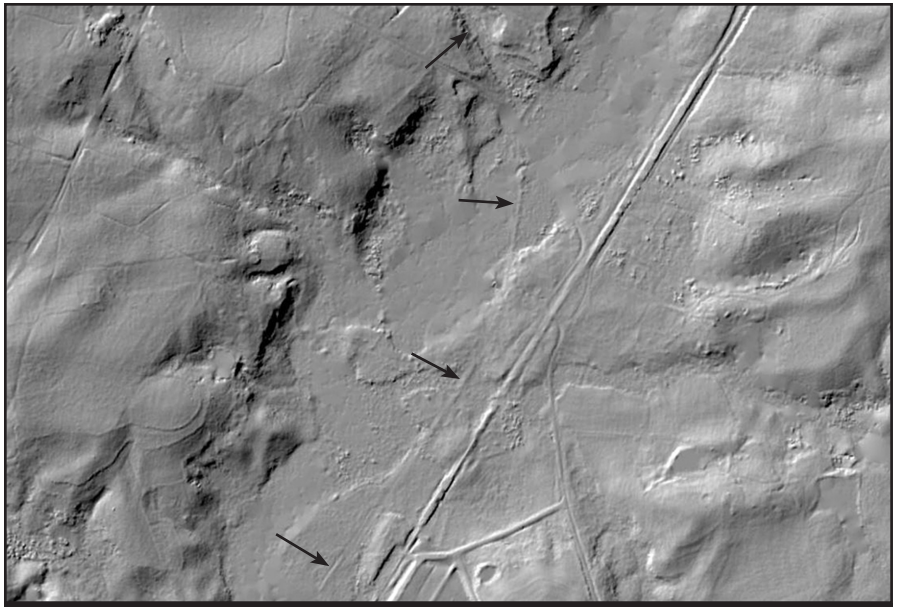
There is reason to believe that this tram road was constructed with 34-inch gauge wooden rails. Wheels used on such track had flanges on both the inside and outside edges. The Shay locomotive built in April 1890 for Parker & Young was such an engine. But a mere two months after those partners acquired it, ownership passed to the Little Creek Lumber Company (June 1890).

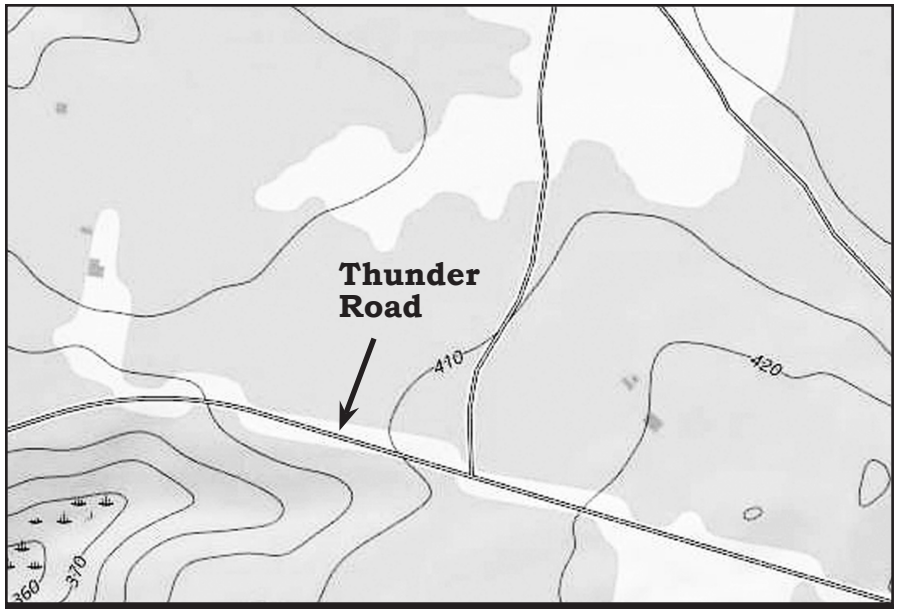
A series of other operators headquartered at Keyser owned this engine through 1896: L. D. Hazen in May 1895; Clark J. Brown on September 15, 1895; Roseland Improvement Company on September 18, 1895, Tarbell Lumber Company on April 11, 1896; and L. D. Hazen (again) on April 12, 1896. Another Shay locomotive (Shop #263) also saw service on this railroad.

There is scant evidence of this railroad in modern times. Figure 8 is a topographical map of the region around Addor, formerly known as Keyser. Figure 9 is a LiDAR image of the same place, with the old railroad grade visible. Farther west, Figure 10 is a topographical map of the Beckwith & Rogers position along Thunder Road. Figure 11 is a 1938 aerial photograph showing the grade along Addor Road, near Addor. When this logging line ceased operating is not known.



8-Topographical Map at Addor (Formally Keyser)

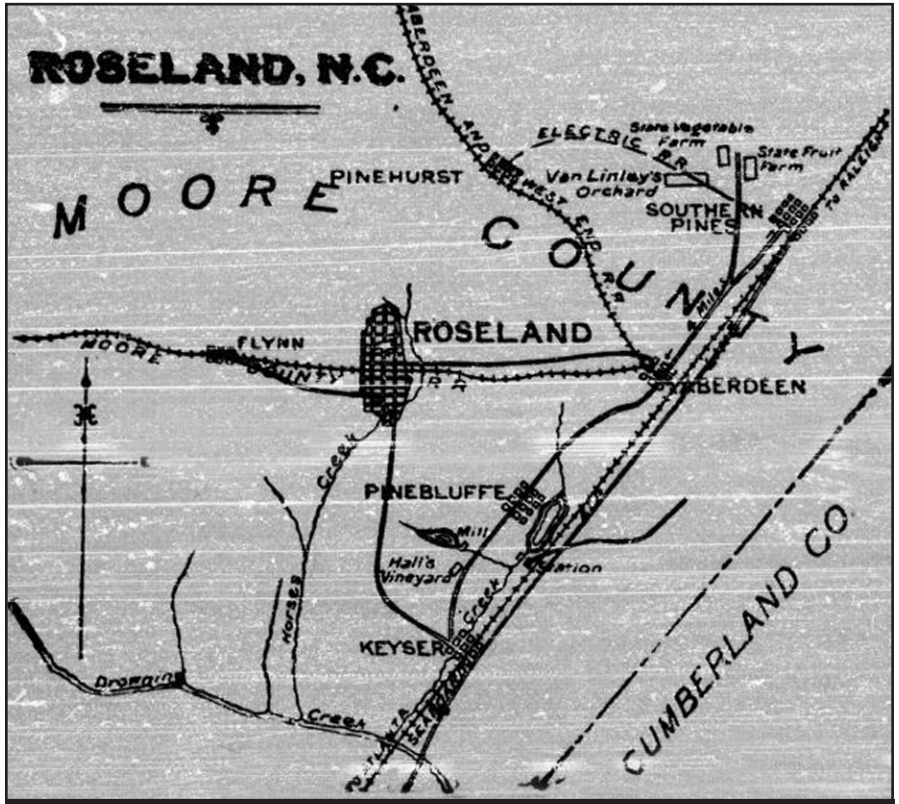

9-Arrows Show Beckwith & Rogers Railroad Grade



10-West of Addor-B & R Grade Along Thunder Road

11-Near Addor-B & R Grade Along Addor Road

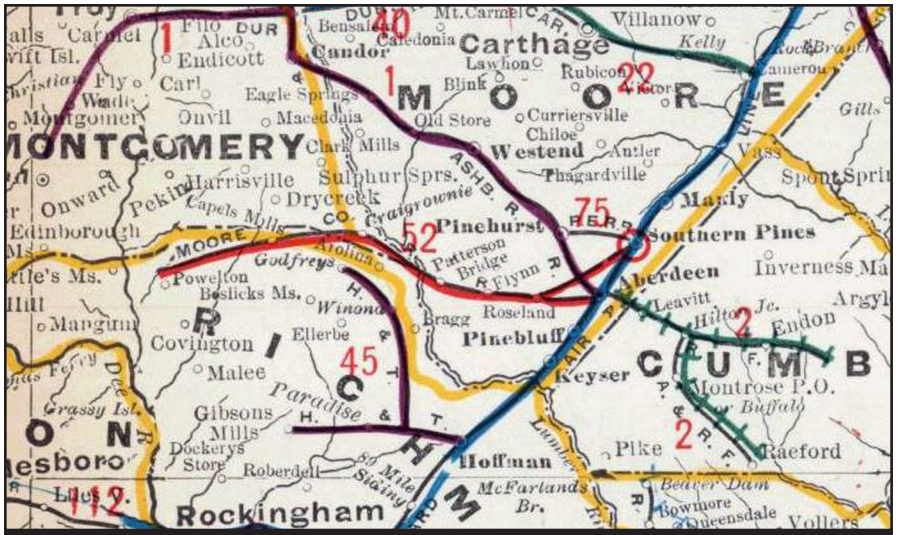
The **Moore County Railroad** was headquartered at Aberdeen. That it was built to 36-inch gauge is confirmed by the fact that in 1898, it purchased a Shay locomotive in that gauge (Shop #597). An act of the North Carolina Legislature, dated February 6, 1893, authorized the Moore County Railroad to merge with the **Aberdeen Forwarding Company**. Statistics after the merger were reported in the 1893 *Lumberman's Directory*. Therein the railroad was designated as the Aberdeen Forwarding Company. That year, it was seven miles in length and operated two locomotives. Five right-of-way deeds for the Aberdeen Forwarding Company were recorded in Moore County Deed Books 9 (pages 552, 555, 557, and 558) and



12-1897 Moore County Railroad, Roseland, and Flynn

10 (page 73) during 1892 and 1893. After the merger, the Aberdeen Forwarding Company name was not found in subsequent records. The website *Carolana* reports that the Moore County Railroad was chartered in 1892 and began running in 1893.

From the April 26, 1895 *Railroad Gazette*: "**Moore County.**-A short extension of this railroad has just been completed to the town of Craigrownie, N. C., making the total length of this line now in operation 12 ½ miles. The road is located in the southern part of Moore County, N. C., and was built in 1893 from Aberdeen, N. C., a station on the Seaboard Air Line, directly west (sic-east) of Flynn, and the three miles that have been built this year is an extension beyond the latter town." Figure 12 comes from the March 1897 issue of *The Roseland Enterprise*. It demonstrates the railroad's relationship to Aberdeen, Roseland, and Flynn.

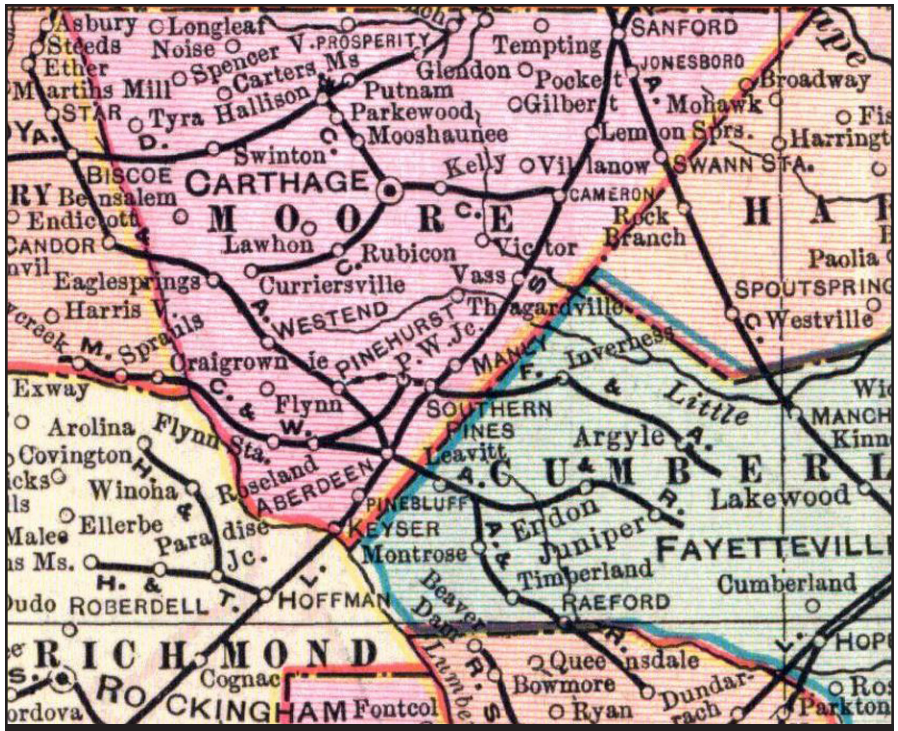


13-1899 Proposed Moore County & Western Railroad

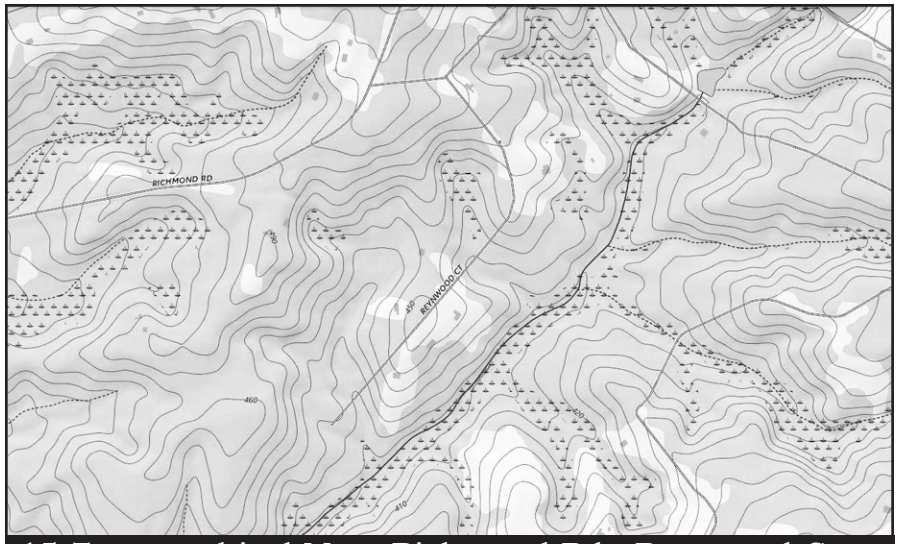
During 1897, a new railroad was planned to connect with the Moore County Railroad at Craigrownie. The May 7, 1897 issue of *The Railroad Gazette* reported "**Moore County & Western**.-The surveys of this line, which is proposed from Craigownie (sic), N. C., west to Concord, have been completed, and grading will probably be begun within a few days. Craigownie (sic) is the western terminus of the Moore County Railroad, which line will be used by this company for entrance to Aberdeen, connecting with the Seaboard Air Line."

In 1898, the Moore County Railroad acquired a Shay locomotive (Shop #507) from W. C. Petty, who was the original owner of this 36-inch gauge engine and had been operating it at Cameron. Figure 13 comes from Cram's 1899 map *Eastern Part of North and South Carolina*. It includes the construction westward from Craigrownie that had been proposed the year before. On this map, the new right-of-way passed through Capels Mills to a location near Powelton, in Richmond County. The key associated with this map identifies "52" as the "Moore County & Western." Nonetheless, no track was constructed west of Craigrownie. But in 1901, several miles of that proposed right-of-way (west of Craigrownie) were graded by the Fayetteville & Albemarle Railroad. That construction will be described later.

Tarbell Lumber Company's trains used the Moore County Railroad right-of-way between the junction with the Raleigh & Augusta Air Line Railroad (later, the Seaboard Air Line Railroad) and Roseland. That Tarbell owned stock in the Moore County Railroad is revealed in an August 12, 1893 deed (Book 10, page 95). By means of that document, the Tarbell Lumber Company sold most of its assets to the Mallonee Company of Charleston, South Carolina (represented by John C. Mallonee) for $35,000.



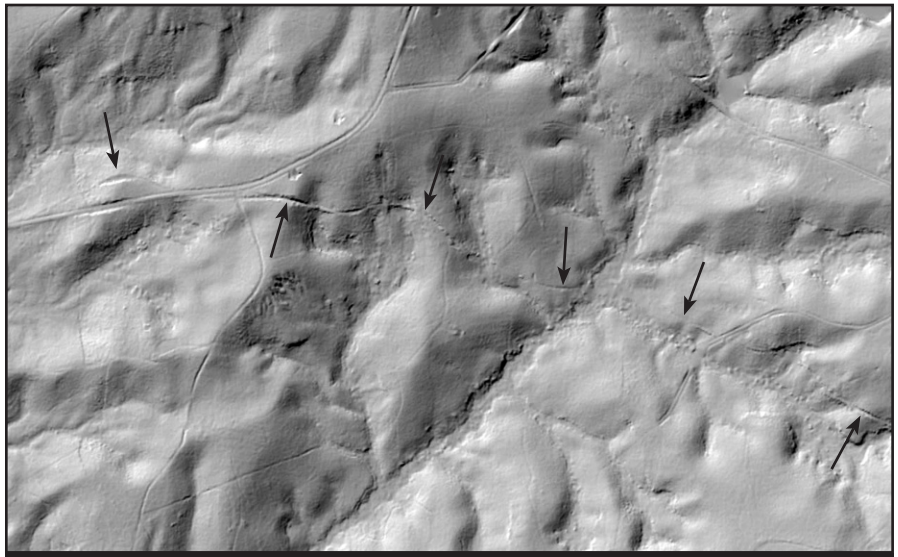
14-1901 M. C. & W. Branch, Roseland to P. W. Jct.



15-Topographical Map, Richmond Rd., Reynwood Ct.

Another branch of the Moore County Railroad is visible in Figure 14, which is part of Tunison's 1901 *Map of North Carolina*. There, the railroad is identified as "M. C. & W." (Moore County & Western) although a formal reorganization and renaming of the line never happened. This branch left the mainline at Roseland and terminated at a place called "P. W. Junction," on the Pinehurst Electric Railway. Modern LiDAR ground imagery is consistent with the branch having been graded from Roseland at least as far northeast as the east side of Highway 5. A probable relationship to the partially constructed Fayetteville & Albemarle Railroad will be discussed later.

The Moore County Railroad last appeared in the 1901 *Third Annual Report of the North Carolina Corporate Commission*, at which time it was given permission to


16-Arrows Show Moore County Railroad Grade

pull up the railroad unless its assets were sold to the Moore County & Western Rail Road. It was still listed as the Moore County Railroad in the 1903 *North Carolina Business Directory*, suggesting that the owners still sought a buyer for the right-of-way. L. D. Hazen of St. Johnsbury, Vermont was the railroad's president, while W. B. Eckhout of Aberdeen was general manager.

Near the western border of Moore County, Figure 15 displays a topographical map of the area around Richmond Road and Reynwood Court. The corresponding LiDAR image appears in Figure 16.

Charles D. Tarbell organized the **Tarbell Lumber Company** in the early 1890s. The 1880 census of New Hampshire reveals that before relocating to Moore County, he had been a lumber manufacturer in that state. Emma Richardson's *History of Aberdeen* narrates (pages 49-51) "In 1890 the Tarbell Lumber Company was built on a large lot where Burney Hardware and the Aberdeen Coca-Cola Bottling Company now stand. The increasing amount of lumber produced necessitated the construction of Tarbell's dry-kiln and planing mill. 'For several years this company operated and brought their lumber in on a wooden track railroad. Later this road took the name of Moore County Railroad and was operated by W. B. Eckhart.'[24] The Tarbell train served an area southwest of Aberdeen by Roseland and to Richmond County with a terminus at Craigrownie."

The 1893 *Lumberman's Directory* indicates that Aberdeen was the headquarters for the Tarbell Lumber Company. That year, it operated a railroad (length not stated) using two locomotives. The precise relationship between Tarbell's railroad and the Moore County Railroad (over part of which it operated) has not been discovered, but both likely used 36-inch gauge equipment.

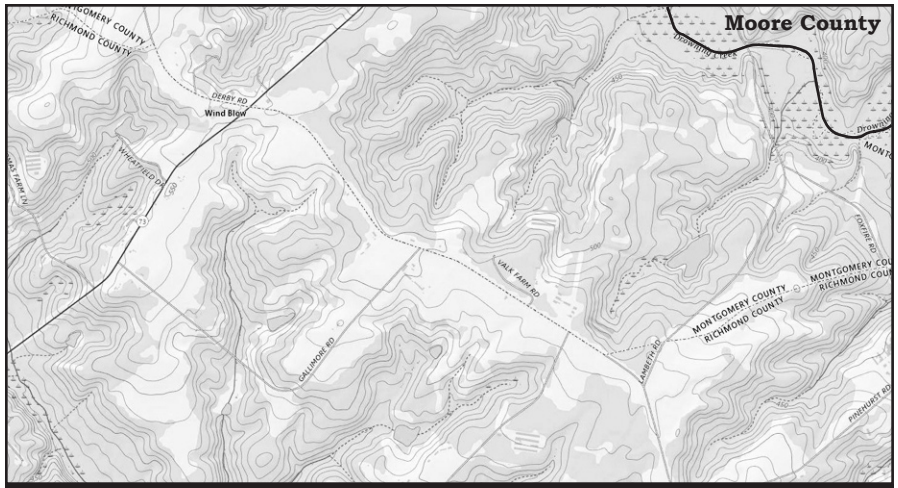
A deed dated March 2, 1893 (Moore County Deed Book 10, page 61) reveals that a Tarbell right-of-way approached the Narrow Ridge area. Specifically, the document mentions that the Tarbell Lumber Company had a mill on Narrow Ridge. Therein, W. H. Blanchard of Wake County agreed to harvest timber on several nearby tracts controlled by the lumber company. All were within one mile of the Narrow Ridge Mill. They included the Brown Tract, the Currie Tract, land identified as D. C. Blue, and the Narrow Ridge Tract. Blanchard was allowed to use the Narrow Ridge mill to process the cut timber and then haul the resulting lumber to Tarbell's railroad, which then was located "near the Deep Creek Mill." At that time, the railroad was more than 1.5-miles from the Narrow Ridge mill, but an extension of the line was under consideration. The track near the Deep Creek mill must have separated from the Moore County Railroad mainline at Roseland. As Richardson implied above, Tarbell may have harvested other tracts farther to the west, along the Moore County Railroad.

The **Fayetteville & Albemarle Railroad** was intended to pass through Southern Pines. It was chartered in 1889 but languished for many years without any construction accomplished. Figure 14 shows the portion of the line that was supposed to originate at Southern Pines and pass eastward through Inverness and Argyle, which are now in Hoke County. Interest in building the line was renewed in 1901. The March 8, 1901 *Railroad Gazette* reported "Fayetteville & Albemarle.-New line from Southern Pines, N. C., east 33 miles to Fayetteville. Graded for 8 miles from Southern Pines. Company expects to resume work soon and build the line this year. J. C. Brown, President, and H. L. Thurston, Chief Engineer, both of Southern Pines, N. C." Brown was one of the developers of the Roseland community and Thurston was a local civil engineer.

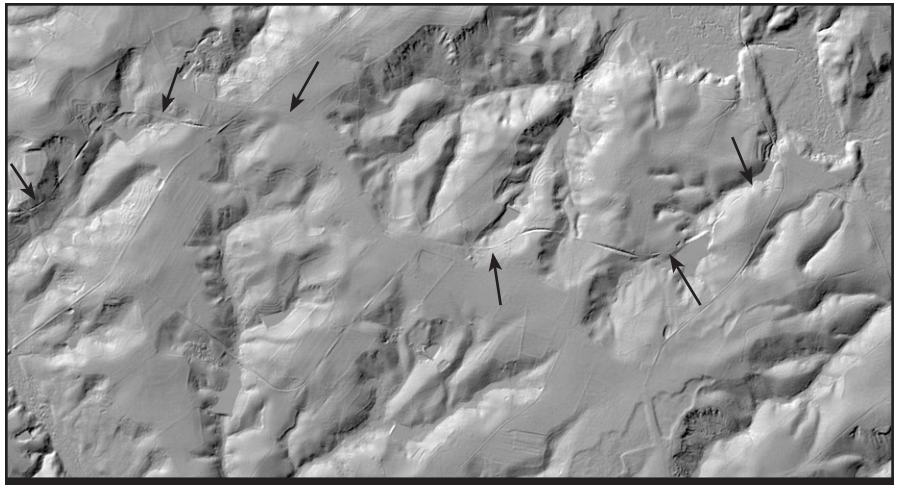
The July 12, 1901 edition of the same publication narrated "Fayetteville & Albemarle (Electric).-Arrangements are completed with the Connecticut Construction Co., of Danbury, Conn., to build this line . . ." The January 23, 1903 *Railroad Gazette* revealed that the company was planning to integrate the projected but unbuilt right-of-way of the Moore County & Western Railroad, westward from Craigrownie, into its mainline: "Fayetteville & Albemarle.-This line is projected from Fayetteville, N. C., via Southern Pines and Craigrownie to Albemarle, a distance of 80 miles. Eight miles from Craigrownie to Capels Mills, and seven miles from Southern Pines to McCrimmons, have been graded and track laying will begin in a few weeks. A. C. Wilcox, 55 Liberty Street, New York, is President, and Clark J. Brown, Secretary." Figure 17 is a topographical map showing the border between Montgomery and Richmond Counties. The graded right-of-way of the Fayetteville & Albemarle Railroad is visible on the LiDAR image seen in Figure 18 and on the map comprising Figure 19. Figure 20 maps the portion of the railroad graded to the east of Southern Pines.

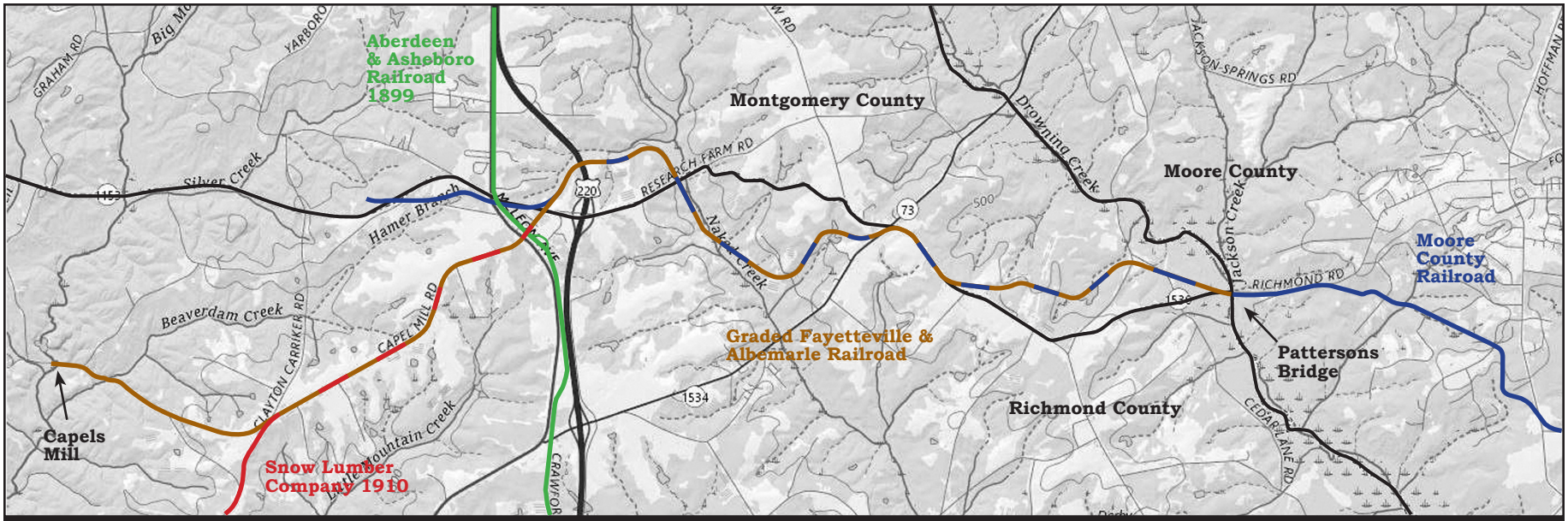
It is likely that in 1901, the long-range scheme for the Fayetteville & Albemarle Railroad included negotiating running rights over the Pinehurst Electric Railway between Southern Pines and "P. W. Junction" and then using a branch of the Moore County Railroad between that junction point and Roseland. West of Roseland, the line would have followed the mainline of the Moore County Railroad to Craigrownie. But there is no evidence that construction of the line progressed beyond grading the two segments described in the previous paragraph.

William McIntyre Blue acquired a Shay locomotive, Shop #506, in April 1896. He probably used it to cut timber on property he bought in December 1897. That 71-acre parcel was on Shaddox Creek, between Mill Creek and the Raleigh & Augusta Railroad. Modern LiDAR ground imaging does not show any obvious railroad grades within that property, but that appearance may be due to subsequent terracing of the land.

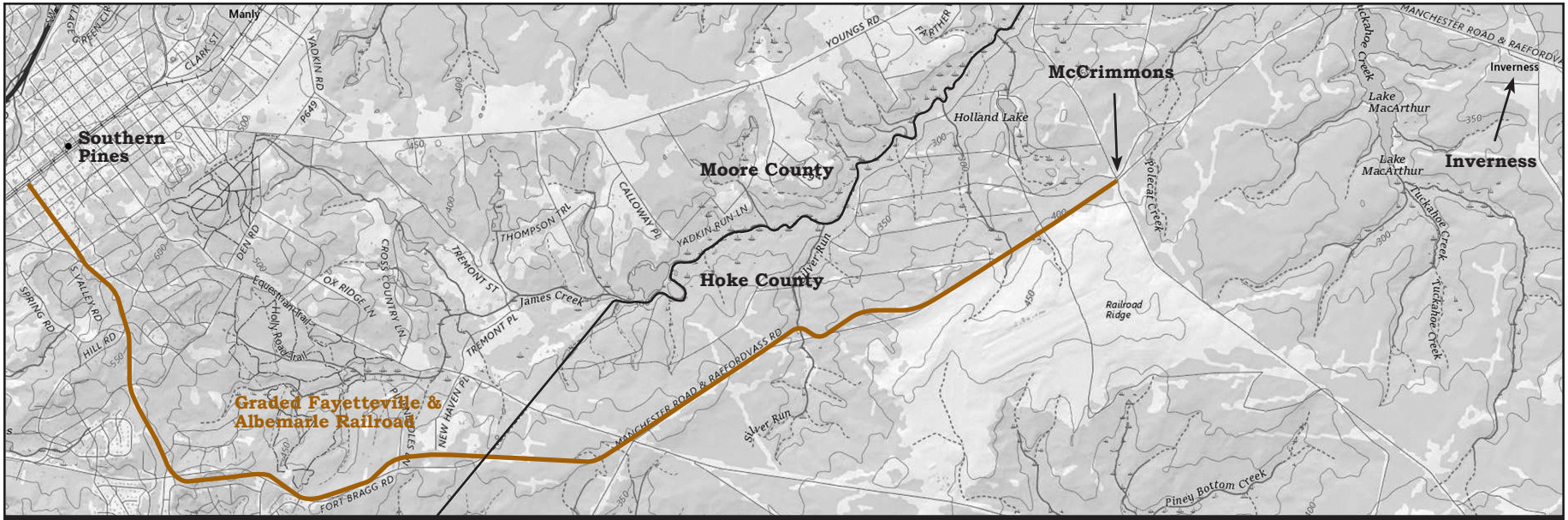


17-Topographical Map West of Moore County


18-Arrows Show Graded Fayetteville & Albemarle RR



19-Graded Fayetteville & Albemarle Railroad in Montgomery and Richmond Counties



20-Graded Fayetteville & Albemarle Railroad East of Southern Pines in Moore and Hoke Counties

Markham Brothers consisted of P. A. and E. T Markham. They logged in at least two separate locations in Moore County. In March, 1893, P. A. Markham acquired 840 acres on the south side of Lower Little River adjoining the lands of R. A. Cole and Daniel Caddell (Deed Book 9, page 544). The metes and bounds of the document mention Wall Branch and White Oak Branch, both presumed to be tributaries of Lower Little River. The general area of White Oak Branch is southeast of Vass.

E. T. Markham bought a 242-acre tract located at the junction of McDeed's Creek and the Raleigh & Albemarle Railroad in July 1893 (Deed Book 10, page 14). That parcel is immediately north of Manly. The brothers bought a new Shay locomotive (Shop #458) in October 1893, probably in order to log these properties.

F. M. McDuffie and W. A. Monroe were partners in the firm of **McDuffie & Monroe**. They bought a new 36-inch gauge Shay locomotive in 1894 (Shop #452). In March 1897, McDuffie sold land in Greenwood Township to Monroe (Deed Book 16, page 273). Also, in March of that year, Monroe bought 860 acres in Mineral Springs Township (Deed Book 16, page 292). Metes and bounds mentioned in that document include Turkey Run, Pen Run, and Home Branch.

Angus Cameron was another significant Moore County logger. The 1893 *Lumber Dealers Directory* reveals that A. Cameron & Company had a sawmill at Sanford, which was in Moore County until 1907. The trustee for that company, D. B. Cameron, obtained two tracts of timber, located just about midway between Vass and Carthage, by means of a deed recorded in 1894 in Deed Book 11, page 461. Those parcels are in the vicinity of Vass-Carthage Road; Lower Little River, Pond Branch, and Lee's Branch are specified in the property's metes and bounds. No railroad is mentioned.

But by about 1901, **Angus Cameron & Company** bought a used Shay locomotive (Shop #355) for the company's operation at Vass. The 1904-1905 edition of *Polk's Lumber Directory of the United States* reveals that Cameron operated a sawmill at Vass. His mill was still listed there in the 1915 issue of *Register of Sawmill Equipment*. Three separate 1906 timber deeds to Angus Cameron provided a total of 1,780 acres for harvesting. Those documents are recorded in Moore County Deed Book 34, pages 575-581. One tract, southwest of Vass, was described as "lying on the waters of Little River and Shaddock's Creek." A second parcel was situated "on the south side of the Lower Little River, bounded on the north by the river . . ." The third property was located northeast of Vass, "on the waters of Beaver Creek, bounded on the north by John Muse and Neil Cameron land, on the east by the Pool land, on the south by John A. Cameron's land, on the west by John B. Cameron's land and the channel of Beaver Creek." Although it lies west of Beaver Creek, modern-day Cameron Camp Road (off Boys Camp Road) may have received its name from logging activity carried on nearby by Angus Cameron.

A second Shay locomotive (Shop #1873) was purchased new by Cameron in 1907. Both 36-inch gauge engines are pictured in Figure 21, courtesy of Ellsworth C. Eddy (and at the Shay Locomotive website: https://www.shaylocomotives.com/). In this figure, #355 is on the right and #1873 is on the left. Note the extra wide wheels used for running on wooden rails. When the 1920 US Census was taken, Angus Cameron, a farmer and lumberman, still lived at Vass.

21-Two Shay Locomotives Operated by Angus Cameron, Shop #355 on the Right and Shop #1873 on the Left

John L. Hall was president of the **Hall Tramroad Company**, which was chartered in 1895. By means of a deed dated April 23, 1896, the company obtained all rights to and property of a tram road owned and operated by Frances M. Monroe. The tram ran on wooden rails between Swinton, in the north, and Eagle Springs, in the south. It was used in conjunction with the Page Lumber Company to deliver timber to the Aberdeen & West End Railroad at Eagle Springs. Three days after the deed was signed, Monroe leased the tram back from the Hall Tramroad Company. A 36-inch gauge Shay locomotive (Shop #491), originally built for the Page lumber Company, was used on the tram. That engine was sold off in 1899, suggesting that timber along the Hall Tramroad had been logged out.

Charles W. Taft was born in Vermont and relocated to North Carolina sometime after 1880. He bought timberland west of Pinehurst in 1891 (Deed Book 4, page 292). Metes and bounds described in the document mention the "north side of a small branch tributary to Little River" and one part of the eastern boundary crossed Nick's Creek and the Yadkin Road (nowadays, Yadkin Road is approximated by Highway 211). A railroad was not mentioned.

The 1893 *Lumber Dealers Directory* lists C. W. Taft with a sawmill at West End, which was associated with a four-mile logging railroad. However, this railroad must have been the branch of the Aberdeen & West End Railroad which was constructed in 1893. Taft bought additional timber rights to four separate tracts in April 1893 (Deed Book 9, page 540), no doubt with a plan to move that timber to West End via the branch of the Aberdeen & West End Road. All these tracts were located on Little River. One was on the north side. The privilege of constructing tram roads through these parcels was granted, likely to reach the branch line of the Aberdeen & West End Railroad.

S. David Carriker, the author of *Railroading in the Carolina Sandhills*, provided the author with a list of 165 railroads that operated, at one time or another, in Moore County. Several of these represent, sequentially, the same right-of-way under different ownership or management. Another resource, the Mormon Church website *Family Search*, includes an online index to Moore County grantees between 1889 and 1917, plus copies of Deed Books 1-22. Indexes for deeds recorded between 1917 and 1940 are currently unavailable online.

The following names appear on both Carriker's list and the *Family Search* website. Comparing these two resources provides limited additional information, which is presented now.

1 - **Allred & Sons**; C. L. Allred, headquarters at Aberdeen in 1897 when the company acquired a 36-inch gauge Shay locomotive (Shop #289). Bought 211.5 acres in 1894 (Book 46, page 63). Carriker lists J. F. Allred and S. T. Ewing (1896-Tram Road).

2 - **Ashboro Lumber and Manufacturing Company** (1893-Tram Road). There was no mention of a tram road in any reviewed deeds, most of which were for land in Sheffield Township.

3 – **Cagle Gold Mine Railroad** (1891). Mine properties located on the south side of Cabin Creek, near Robbins (formerly Hemp). It probably was a short industrial railroad.

4 – **Elise Lumber Company** (1899-Tram Road). One 1901 deed in Book 26, page 454.

5 - **Foss, Lewis T.** (1913 Tram Road). A right-of-way deed in Book 56, page 349.

6 – **Lewis, C. L.** (1896-Tram Road). A series of Carthage Township right-of-way deeds for a tram road in 1896 are recorded in Deed Book 15, pages 159-169. Permission was given for use of an engine, and the right-of-way was to be no more than eight feet wide. The properties harvested belonged to N. J. Muse, D. H. Caddell, Ada Caddell, and L. T. Sewell.

7 - **North Carolina Traction Company** (1909). One 1912 deed (Book 54, page 228).

8 -**Parks, James G.** (1910) Parks bought 526 acres in 1906, Book 34, page 289, and timber rights on 200 acres in 1911, Book 50, page 381. The 1907 edition of *The American Lumberman's Sawmill Equipment Register* reports that Parks had a twelve-mile logging railroad under construction at Hallison. Four locomotives and 25 cars would be used. Line never constructed.

9 – **Shaw-Clapp Lumber Company** (1909-Tram Road). Two 1909 timber deeds in Book 43, pages 243 and 324.

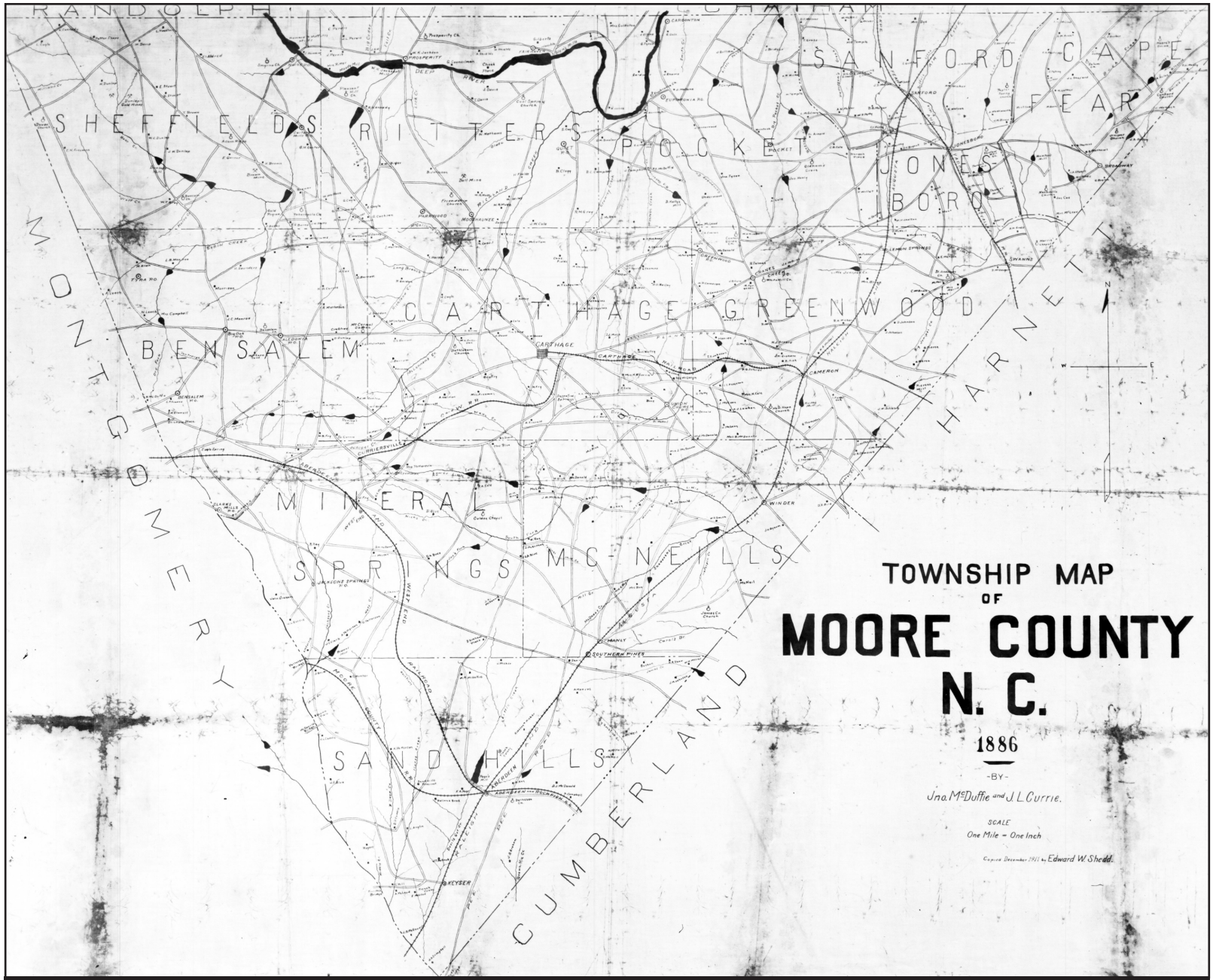
10 – **Snow Lumber Company** (multiple Tram Roads between 1907 and 1916). A 1901 timber deed, 1,535 acres (Book 27, page 136; location at Hallison); a 1904 timber deed for 500 acres (Book 30, page 360); multiple 1905-6 timber deeds (Book 34, pages 292, 295, 298, 300, 302, 303, 305, 307, 333, and 339; Book 35, page 205, and 299); two 1907 timber deeds (Book 37, pages 366 and 383); two 1909 timber deeds (Book 43, pages 214 and 217); one 1916 timber deed (Book 62, page 523); and two deeds in Book 63, pages 83 and 107.

11 – **Southern Timber & Lumber Company** (1911-Tram Road). Book 42, pages 79 and 522; Book 44, page 195; Book 45, page 218; and Book 47, page 279.

12 – **Steel & Ledbetter** (1889-Tram Road). One 1889 mortgage on 14 acres (Mortgage Book 1, page 17). Keyser was the headquarters for the partners when they bought a Shay locomotive (Shop #311) in August 1890; they probably operated over the Beckwith & Rogers railroad.

13 - **Tillman, J. J.** (1905-Tram Road). Tillman sold timber rights to the Moore County Lumber Company (Book 34, page 509) in 1906. The Moore County Lumber Company may have used the same tram road, for Carriker lists it as operating a tram road in 1906. The Moore County Lumber Company acquired other properties in 1904 (Book 30, page 203) and in 1906 (Book 34, page 518; Book 36, pages 80 and 81).

14 - **Wade, C. C. Lumber Company** (1893). Wade bought a 2.5-acre lot in West End in 1889. In 1896, O. M. Wade (son of C. C. Wade) bought a 100-acre tract along Yadkin Road, on Joe's Creek (now Joes Fork). Shay Shop #441 was used on the latter tract.



22-1886 McDuffie's Township Map of Moore County N. C.

Following is Carriker's list of railroads operating from 1917-1940 which could not be cross referenced via *Family Search* online:

Allen, Jimmy (1939-Tram Road).

Babcock Lumber Company (1940-Tram Road).

Blue Mining & Manufacturing Company (1924-Railroad).

Capitol Lumber Company (1917-Tram Road).

Carolina Coal Company (1917-Railroad).

Carthage Lumber Company (1926-Tram Road).

Chandler & Farlow Lumber Company (1935-Four Tram Roads).

Cox Lumber Company (1937-Tram Road).

Crawford, Van F. (1938-Tram Road).

Lewis, W. A. (1937-Tram Road).

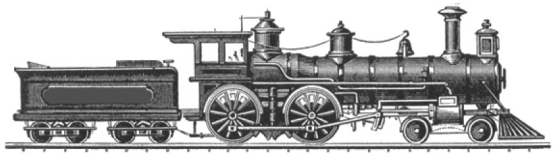
Pyrophyllite Talc Products (1937-Railroad).

Sandhill Sand Company (1925-Railroad).

Sandhills Furniture (1933-Railroad).

Sugg, J. S. (1922-Tram Road).

Tillman, W. D. (1918-Tram Road).

Trexler Lumber Company (1917-1923, five locations).

Readers who wish to study Moore County's railroad history in further detail will benefit from reading Lawrence Koster's *The Railroads of Moore County, North Carolina.*